

AF/3683
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[101912172]

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant(s) : Ian FAYE
Serial No. : 10/034,573
Filed : December 28, 2001
For : SYSTEM AND METHOD FOR
Art Unit : 3683
Examiner : X. Nguyen

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GROUP 3600

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Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Date: 12/18/03

Signature: Catherine B. [Signature]

AMENDMENT TRANSMITTAL

SIR:

Enclosed please find a Response for filing in the above-identified patent application.

Applicant requests a one month extension of time to respond to the Office Action dated August 25, 2003, resetting the response date to December 26, 2003 (December 25, 2003 the Patent Office is closed). The extension fee of \$110.00 and any additional fees should be charged to Kenyon & Kenyon, Deposit Account No. 11-0600. A duplicate copy of this transmittal letter is enclosed for that purpose.

Respectfully submitted,

KENYON & KENYON

By: [Signature]
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Date: 12/18/03

Recommended
for entry

XN
1/16/04

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[10191/2172]

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

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GROUP 3600

Applicant(s) : Ian FAYE
Serial No. : 10/034,573
Filed : December 28, 2001
For : SYSTEM AND METHOD FOR AVOIDING ROLLOVERS
Art Unit : 3683
Examiner : X. Nguyen

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Commissioner for Patents
P.O. Box 1450
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on

Date: 12/18/03

Signature: *Robert E. Smith*

RESPONSE

SIR:

In response to the Office Action dated August 25, 2003, reconsideration and allowance of the above-referenced application are respectfully requested in view of the remarks below.

Remarks

Claims 1-10, 12-21, and 23-26 remain pending in the above-referenced application and are submitted for the Examiner's reconsideration.

Claims 1-5, 8-10, 23, and 25 stand rejected under 35 U.S.C. § 102(a) as being anticipated by German Published Patent Application No. 198 54 463 ("the '463 reference"). In the prior Amendment, Applicant asserted that the Examiner did not demonstrate how the '463 reference teaches the limitation "the first arrangement to reduce the braking force is activated as a function of a slip at a front wheel." In the current Office Action, the Examiner responds by stating that any transverse vehicle rollover occurring on a hill as a result of braking must involve some wheel slippage. Even if this statement is true as a matter of